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THE FAN PIER AND PIER 4 PROJECT
STATUS REPORT





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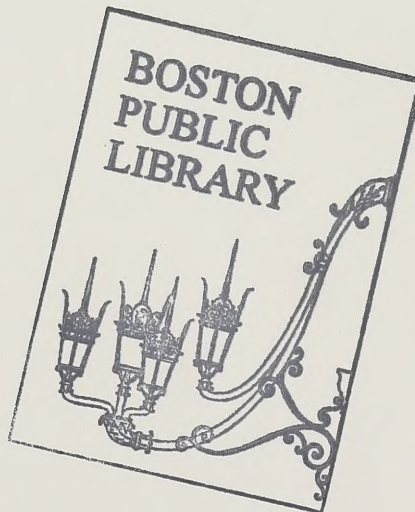
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THE FAN PIER AND PIER 4 PROJECT
STATUS REPORT





Fan Pier & Pier 4 Status Report
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Community Process

The Citizens Advisory Committee

- o To advise the Authority on design issues, community benefits, and the impacts of the proposed development, the Mayor established a Fan Pier and Pier 4 Citizens Advisory Committee in August 1985 to work with the Harborpark Advisory Committee.
- o The CAC has been in the process of reviewing the proposed development for almost two and a half years. The CAC has held over 50 committee and sub-committee meetings and have been represented at several other community meetings.
- o The following organizations and individuals participate in the CAC:
 - o Tom Butler, South Boston Citizens Association
 - o Gerry Vierbickas, South Boston Residents Group
 - o Dan Yotts, South Boston Community Development Corporation
 - o Representative Flaherty; Martin Nee, alternate
 - o Father Walter Martin
 - o Larry Bluestone; Felicia Clark, alternate, Boston Society of Architects
 - o James Sullivan; Simone Auster, alternate, Chamber of Commerce
 - o Tom Ennen, Boston Harbor Associates
 - o Adel Foz, Massport
 - o Al Raine, Governor's Office of Economic Development
 - o Bob Costello, St. Vincents Neighborhood Association
 - o Robin Peach, Fort Point Arts Community
 - o The members of the Harborpark Advisory Committee; Lorraine Downey, Chairperson,
 - o Larry Dwyer, Chairman

The Fan Pier & Pier 4 Project—Current Proposal

- o On 25 acres of largely underutilized and vacant waterfront land, a new part of Boston is now being planned. Located at the mouth of the Fort Point Channel on Boston's Inner Harbor, the Fan Pier and Pier 4 Project offers an unparalleled opportunity to create a new place to work, live, shop, and visit.
- o The development programs proposed feature a mix of hotel, office, housing and retail development that reflects Boston's downtown urban character, provides continuous public access to the water's edge, and includes a variety of public open spaces, amenities and water-dependent uses.
- o Construction of twelve distinct buildings is contemplated within this city grid. The total build out which will result from the development programs for the Fan Pier and Pier 4 is approximately 4.7 million square feet.
- o Proposed uses include a total of approximately 1,525,000 square feet of residential, 920,000 square feet of hotel space, 1,977,600 square feet of office space, 247,000 square feet of retail space, and approximately 85,000 square feet devoted to public/cultural uses.
- o Buildings nearest to the water's edge are predominantly residential and hotel, with office uses located in buildings along Old Northern Avenue. Retail uses focus along the Fan Pier canal and the Pier 4 plaza. The public/cultural facility is prominently located on a waterfront parcel of land fronting onto Fort Point Channel and the Old Northern Avenue Bridge.

Public Benefits

The public benefits generated by the Fan Pier/Pier 4 project are substantial. This project creates important job opportunities for Boston residents in both construction and permanent jobs.

HOUSING

- o Housing Linkage: \$15 million
The City's goal is to maximize affordable housing in the project. Programs to create or rehabilitate units in South Boston could be implemented to achieve this goal.
- o The developers have proposed 100 units affordable/elderly housing in Building F
- o The arts community has proposed 30-40 units artists housing
- o The BRA has proposed 150 units of first-time affordable housing for home buyers between old and new Northern Avenue

JOBS

- o Jobs linkage: \$3 million
- o 10,000 permanent jobs created
- o 3,400 construction jobs created
- o Commitment to Boston Residents Construction Employment Plan which requires 50% Boston resident employment, 25% minority employment and 10% women employment.
- o Commitment to Employment Opportunity Plan on permanent jobs

PUBLIC/CULTURAL FACILITY

- o 85,000 SF cultural facility located on Fort Point Channel could house the Institute of Contemporary Art, a restaurant, and possibly performing space. Developers should contribute land for this project.

TAXES

- o \$17,614,000 expected property tax yield (expressed in dollars of constant value at 1986 prices with stabilized yield commencing in 1994)

PUBLIC AMENITIES

- o 1½ mile Harborwalk
- o 11 acres public open space *
- o 185 marina slips (25% short term)
- o fishing pier
- o water transportation docking facilities; on-demand water taxi
- o outdoor amphitheatre
- o public dinghy dock
- o childrens play area
- o sculpture garden
- *includes paths, sidewalks, pedestrian ways, landscaped area, and the pool; excludes roads, service areas, lagoon, and other open water.

Urban Design

BRA staff have continued to work with the developers and their architects to refine the development concepts put forth in their respective master plans to improve public access to the waterfront and create a variety of architectural expressions. These improvements to the design of the projects include:

- o a 10% reduction in total floor area;
- o setback of the hotel tower 100' from the water's edge and reduction in height from 550' to 475';
- o height reduction of 75' (from 199' to 122') in buildings B and C along Northern Avenue at Pittsburgh Street to ameliorate canyonization and increase the amount of sunlight reaching the public canal walks;
- o other office buildings along Old Northern Avenue reduced in height from 395', 420' and 368' to 290', 325', and 334', respectively;
- o height reductions in all buildings along the water's edge (up to 100'), and massing changes that provide greater residential scale and character;
- o massing modifications and building setbacks to scale down facades and relate buildings more strongly to Boston's historic character;
- o a variety of design expressions for the individual buildings through participation of eight outstanding architectural firms;
- o increased width of the public water's edge promenade from 15' to 27';
- o reduction of slopes and level changes in the water's edge park to ensure easy public and barrier-free access;
- o addition of program elements for the open spaces, including sculpture gardens and children's play areas to ensure a lively mix of activities throughout the year;
- o additional marina and water transportation facilities that include a fishing pier, coastal cruise ship landing, on-demand water service, marina slips and dock side services, a public dinghy dock, and expanded public access to the water's edge;



Fan Pier / Pier 4 Developments : Model View from Harbor


Transportation


- o The CAC and the BRA have sought commitments from various agencies responsible for transportation infrastructure improvements to provide information on these improvements which is essential to the review of this project. A status report on these improvements and a map showing their location is attached.





Fort Point Channel


**SOUTH BOSTON
TRANSPORTATION IMPROVEMENT
PROGRAM**


- 
 NEW NORTHERN AVENUE BRIDGE AND
CONSTRUCTION OF NEW NORTHERN AVENUE


- 
 RE-OPEN DORCHESTER AVENUE

- 
 BRIDGE REPAIR PROGRAM:
 - SUMMER STREET OVER FORT POINT CHANNEL
 - CONGRESS STREET BRIDGE
 - SUMMER STREET OVER A
 - SUMMER STREET OVER B
 - SUMMER STREET OVER C
 - BROADWAY BRIDGE
 - WEST FOURTH STREET BRIDGE
 - SUMMER STREET OVER CONRAIL
 - WEST SECOND STREET BRIDGE

- 
 SOUTH BOSTON CONSTRUCTION BY-PASS R

- 
 NORTHERN AVENUE STREET GRID:
 - SLEEPER STREET
 - FARNSWORTH STREET
 - PITTSBURG STREET
 - RECONSTRUCTED OLD NORTHERN AVENUE.

- 
 WATER TRANSIT:

- 
 CENTRAL ARTERY/ SEAPORT ACCESS ROAD
THIRD HARBOR TUNNEL

Issues

Among the issues on which the BRA, the Harborpark Advisory Committee, and the Fan Pier and Pier 4 CAC have working are:

Urban design: Improvements have been sought to improve public access to the waterfront, and to create a variety of open spaces such as play areas an amphitheatre, a sculpture garden and an improved Harborwalk. Water transportation sites for water shuttles and taxis have been planned. The heights and massing of buildings have been revised to provide a variety of architectural expressions and to relate better to Boston's character.

Transportation. It is clear that the area's present land use and transportation characteristics will change dramatically and that the Fan Pier and Pier 4 developments rely on a series of currently planned improvements to the transportation capacity of the area. It is important that a verifiable schedule of improvements be in place before the BRA will consider approval of these projects. A status report on these improvements is included. In any event, the BRA will require continuous monitoring of the transportation impacts of this project and the application of appropriate measures in cases where the impacts become unacceptable.

Construction. A major concern is the impact that the construction of this project will have on the residential South Boston community. Therefore, a Construction Management Plan will be required by the City, so that construction activity is monitored and impacts are mitigated. The development of appropriate truck routes will be a critical element of the Plan. In this connection, the City is currently working with the Commonwealth to create a South Boston Construction By-pass Road which can be put in service within the year.

Affordable Housing. In addition to creating at least 100 units of affordable housing on site, this project will generate linkage payments (\$15 million). These payments will be available to create affordable units in Boston's neighborhoods. The CAC has proposed that at least 50% of these funds be made available to the South Boston Community.

Jobs. Fan Pier and Pier 4 will generate significant job opportunities, and through the City's policies on resident, minority, and women hiring, large numbers of these jobs should benefit the impacted South Boston Community. Linkage payments which will be used for job training will amount to approximately \$3 million.

Sewer Capacity/Clean Boston Harbor. An important concern with this or any project is the capacity of the existing sewer system to handle new flow. Of particular concern on to all is that Boston Harbor is not degraded by any sewer overflows from this project.

Pending Approvals

o Final Environmental Impact Report

The proponents submitted their Final EIR in November 1986. The Final EIR detailed a no-build alternative and two development alternatives. Since the publication of the EIR, the BRA, the CAC, and Harborpark Advisory Committee have been meeting at least weekly, to review the environmental impacts and proposed mitigation measures. The deadline for submitting comments on the FEIR extended twice at the request of both the CAC and the BRA, is Monday, February 2. If the FEIR is deemed adequate, the Secretary of Environmental Affairs will issue a Certificate of Adequacy.

o Development Plan/PDA Application

The developers submitted their Application for Approval of Development Plans as part of their PDA applications in November 1986 to the BRA concurrent with their schematic design submissions. However, in order to provide enough time for the CAC and others to review properly the Final EIR, action on the Development Plans is being held until after the completion of the FEIR process. After the CAC has reviewed the PDA Application, a public hearing will be scheduled before the BRA Board. The PDA review process will encompass even more detailed information than that presented in the EIR such as the submission of Transportation Access plans, and Employment Plans, and other public benefits.

o Chapter 91 License

Under Massachusetts General Laws, Chapter 91, projects proposed for development on Commonwealth tidelands must demonstrate the fulfillment of three tests 1) a proper public purpose 2) that the public benefits outweigh the public detriment to the rights of the public in the tidelands, and 3) that the projects are consistent with the policies of the Massachusetts Coastal Zone Management Program. The proponents will be seeking this license from the Department of Environment Quality Engineering, Division of Waterways. Other environmental permits are also being sought by the proponents.

The Fort Point Channel Study Area

The Fan Pier and Pier 4 project area is only a small part of the much larger Fort Point Channel area. During the review of the Fan Pier and Pier 4 projects it became apparent that comprehensive land use controls were needed for this larger area.

Among the goals of this planning effort are:

- o to limit the amount of the commercial economy which extends to the Fort Point Channel Area;
- o to strengthen the existing maritime and light manufacturing economies;
- o to increase open space, recreational, opportunities, and public access;
- o to restrict the development of surface parking lots;
- o to ensure appropriate density through FAR and height controls;
- o to promote housing use, and
- o to resolve major transportation questions.

The process used to accomplish these goals will be the creation of a special study area. The BRA, with the assistance of the Fan Pier and Pier 4 CAC, will engage in a comprehensive planning exercise to work toward the adoption of land use guidelines, to create controls on the uses and density of development in this area. Out of this planning effort, it is anticipated that an Interim Planning Overlay District (IPOD) will be instituted. An IPOD is a zoning tool which allows development to proceed in an orderly manner while final zoning recommendations and development controls are being completed.

